

HAWAIIAN GAZETTE

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Entered at the Postoffice of Honolulu, H. T., Second-Class matter.
Semi-Weekly—Issued Tuesdays and Fridays.
Subscription Rates:
Per Month.....\$.25 Per Month, Foreign.....\$.35
Per Year.....\$ 2.50 Per Year, Foreign.....\$ 3.00
Payable Invariably in Advance.
CHARLES S. CRANE, Manager.

FRIDAY : : : : : OCTOBER 2

REPUBLICANISM STRONG

If the figures of the primary election count for anything, Kuhio's majority in November should be bigger than any he has ever had. His vote, according to the revised and official figures, was just 119 short of half the total vote polled for Delegate, being 6317 out of a total of 12,873. Kuhio's vote was 239 short of the combined votes of Rice, McCandless, Woods, Carter, Notley and Kahalelio.

But when the vote for Kuhio and Rice is totalled, to show the Republican strength, it gives that party 10,133 out of a grand total of 12,873, or roughly speaking, five to one against the Democrats, Progressives, Home Rulers and Lahuis combined.

In most instances on this island the Republican vote is from three to five times that of the Democrats, the conspicuous exceptions being in regard to the mayoralty and the schievally, and even in these the total Republican vote was bigger in the primary than the total Democratic.

The party, unless it drives away from it again so many of the independents as have in former years been forced to bolt to show their resentment against the organization supporting well-known blacklegs and distributing campaign funds among unscrupulous demagogues, should carry practically every contest. The ticket has one thoroughly disreputable candidate for the legislature, but he can very safely be left to the fifth district voters. They are not going to have the fifth misrepresented by his election.

THE WAR BRAKE ON INDUSTRY

The economic effects of the war in Europe already have amounted to what commercial statisticians believe is the most revolutionary dislocation of international trade in all the world's history.

Roughly speaking there already has been more than a month's interruption of an exchange of products whose value in normal times amounts to sixteen billion dollars a year—the total being derived from the seven billions of dollars in exports and nine billions of dollars in imports which have been recently reported as the annual business done in this line by five of the nine nations now at war.

There has not been a complete suspension of this trade in the case of England, whose industrial production and shipping go on notwithstanding the war, nor in the case of France, whose shipping is largely free but whose male industrial workers are nearly all on the battlefields, but the tie-up is practically complete as regards Germany, Austria and Belgium. The extent to which Russian trade, carried on largely with Asia, is affected is not definitely known, but it has been considerably decreased.

The business which the countries at war (excepting Japan, Serbia and Russia) have been doing annually in exports and imports is roughly summed up in the following table:

Country	Exports	Imports
Germany	\$2,131,000,000	\$2,544,000,000
Austria	550,000,000	722,000,000
France	1,280,000,000	1,534,000,000
Belgium	753,000,000	899,000,000
Great Britain	2,371,000,000	3,624,000,000
	\$7,085,000,000	\$9,323,000,000

Germany's annual exports to the western hemisphere have amounted to about \$391,000,000 a year.

Germany bought from the United States in the fiscal year of 1913 goods to the value of over \$331,000,000 and sold to her goods to the value of nearly \$189,000,000.

WEEKLY PAYDAYS FOR THE ARMY

Weekly paydays in the army are being seriously considered, even if the troops in Honolulu consider it above the average to have regular monthly paydays and the word has gone out that there is not now a sufficient fund on hand to meet the payday demands that are about due. One feature of the weekly payday is that it allows more direct business between the soldiers and the neighborhood tradesmen than the present system, and does away with the greater part of the necessity of the post exchange. This is according to the reports made from Fort Sam Houston, Texas, where an experimental weekly payday has been in effect since April 14.

The war office, according to advices from Washington, was informed that the proposed system did not work out well and the results expected were not forthcoming. This, however, is from the standpoint of the officers at the post, who seem to think that too much paper work is involved in the weekly pay system. The enlisted men are more than satisfied with the results of the experiment and would like to see it become an established thing.

The officers advance the argument in their reports to the war department that post exchanges will have difficulty in meeting expenses under the new system, the enlisted men replying that under the weekly pay system the post exchange in most posts would not be needed, because such exchanges are the outcome of the monthly pay system. They would rather have the post exchanges run merely to pay expenses than to give up the weekly pay idea.

The reports from officers about the matter, however, are not altogether discouraging, and so far there seems to be no argument advanced against the abolition of the weekly pay idea.

REGARDING SLANG

Slang is a verbal vice, muses the Carrollton Republican. It is vile even unto villainy. It taints. It is often used by young people who regard it as an evidence of smartness, when, in fact, it is directly the reverse. It pollutes. A young girl's character is questioned by a stranger when he hears her use slang. It encourages familiarity. It leads by direct route to wrong-doing, shame and remorse. A youth who uses slang is not trusted by men who give employment. The ability and repute of the young man are at once in question. No employer wants a slangy boy or girl about his store or office. They are not the kind of people to have about the safe and till. In the great cities, where the characters of people are known by their deportment and use of language as a book is known by its cover and contents, the slangy youth or maiden is at once set down as from some frog pond district. It is not regarded as smart. It is about as much evidence of smartness as wearing one's pants in his boots and adopting a swagger. Such a person is a butt of ridicule. So is a slangy person.

THOSE MYSTERIOUS RUSSIANS

Despite the announcement of Premier Asquith that all reports of Russian troops having traversed British soil en route to Belgium or France should be discredited, private letters from those who claim to have seen the Russians in Scotland and in England have reached the United States. There is some mystery about this piece of the war news, a mystery which the Nation explains in its own way. Says that journal:

"The most magnificent feat of arms as yet recorded in the European theater of war is not the German capture of Namur, or the Russian triumph at Lemberg, or the splendid retreat of the Allies from Belgium, or the shattering of the German offensive on the Marne, but the total annihilation by the official British press bureau of an entire Russian army which came from Archangel to Ostend by way of every British port that readily occurred to the imagination. Anywhere from 70,000 to 300,000 Russians, all of them six feet tall and more, have thus been swept out of existence. Though their fate is now known, there is still a vast curiosity as to the manner in which the Russian army was brought from the Arctic to the Belgian coast. On this point the Nation congratulates itself on being in a position to give to the world a special, uncensored, wireless dispatch from Thrums, Scotland, by way of Drumtochty and Lilliput.

September 14. Jean MacGregor, whose family has lived in this place for more than two hundred years, and whose reputation for veracity is unquestioned, was overheard to remark to her friend Maggie Campbell this morning that on going to the railway station for the purpose of buying a ticket to Glasgow, she was halted by a sentry and told that no trains were running to Glasgow.

"And how is that?" said Miss Campbell.

"Russia's troops to Belgium," said Miss MacGregor, nodding significantly.

Thus one of the greatest strategic achievements of the war stands explained."

WAR BORN SOCIETIES

Two very unusual societies have been born in London as a result of the very unusual conditions brought about by the war. One is a society of well-to-do women to supply mourning costumes for the families of soldiers and sailors who die at the front; the other is a society of children to collect smokes for convalescent soldiers in the hospitals.

Coupled with the organization of collecting black clothes for the war widows is a proposition to adopt some distinctive form of mourning costumes for this period, in recognition of the sacrifices made by the soldiers and sailors. A dispatch from London says that this proposal is attracting wide attention, but the particular style of mourning garb has not yet been decided upon. The original idea came from a Red Cross worker, who, writing to Queen Mary's Needlework Guild, suggested that all towns and villages organize local committees of women to gather black clothing, used, but in good condition, to be distributed among poor mourners who lose relatives in their country's service. To dispense with mourning at this time, the writer said, in answer to another proposal, would be to entail further hardships upon the poor. "The average rich person," she said, "hasn't the slightest idea of the enormous importance that working women attach to mourning. They will even starve themselves and their children to obtain money for its purchase. To urge them to dispense with mourning at such time as this would add a sting to the horrors of death." She suggested that mourning supply committees furnish men and children relatives with a black band bearing a miniature Union Jack.

The tobacco collectors are organized in accordance with the suggestion of a young American. They call themselves the Blue Cross Society and are headed by Sylvia Lathrop, the fourteen-year-old daughter of Ben Lathrop, of California. The society is composed entirely of children. These have the collection of tobacco for convalescent soldiers as their particular mission. Already the children have obtained enough smoking material to supply two hundred soldiers in one London hospital and the work is constantly expanding.

CHRISTMAS FOR THE CHILDREN OF EUROPE

The news comes that Christmas ships are to be sent from New York and Los Angeles, loaded with gifts for the children of Europe, who would otherwise have little by which to remember Christmas. The suggestion has been made that Honolulu join in this movement.

Acton has already been taken along these lines. At the regular meeting of the Woman's Auxiliary and Guild of St. Andrew's Cathedral on Tuesday this subject was brought up and a committee consisting of Mrs. W. L. Emory (chairman), Mrs. C. Montague Cooke, Mrs. Alex. Lindsay and Mrs. C. M. V. Forster was appointed to raise funds and collect gifts to be sent on the Christmas ship which will sail before Christmas from America to the little ones in Europe.

Anyone desiring to assist in this most meritorious proposition can do so by communicating with any member of the committee above named. Either money or material will be welcomed.

The Advertiser will be glad to assist by receiving for the committee any donations, if it is more convenient to leave them at The Advertiser office, 217-South King street, telephone number 3487.

THE PASSING HOUR

So far as breaking into public print is concerned, there appears to be a great diffidence among the candidates for the board of supervisors over the frontage tax question. This is a question concerning which some real explanation is required for the mass of voters, and the explanation is not going to be given in any two-weeks campaign. If the chairman of the county committee is wise he will get busy in this matter and have a few avenues of publicity opened up. That is, unless it is going to be the policy to drop the issue—the main issue of the campaign.

A chauffeur with a police court record backs into a wheel chair being operated by a crippled boy, smashes the chair and only escapes injuring the boy by good fortune, and is allowed out on bail of twenty-five dollars. If he had killed the boy he probably would not have been arrested at all, inasmuch as the boy had to walk to the police station on his stumps to get a warrant issued. The Honolulu police are getting worse and the police judge is getting no better.

Frank Wiggins, of the Los Angeles chamber of commerce, through a local correspondent, calls The Advertiser's attention to the fact that this paper refers to the port of Los Angeles as "San Pedro," requesting that hereafter we give it its "correct and official title, namely 'The Port of Los Angeles, California.'" Needless to say the port will have to continue to be called San Pedro. Life is too short for "the correct and official title," even if Los Angeles did throw out a thirty-five-mile shoestring to the sea to get a harbor.

While other crowns are tottering over seas a crown of 3500 jewels is being prepared at the Panama-Pacific International Exposition. This crown is being placed on top of the "Tower of Jewels," 435 feet high. The steel work is being covered with these jewels and when all are in place there will be a total of 125,000 "Novagems."

LANES OF SHIPS
GUARD BRITISH
FOOD CARRIERS

Through Use of Wireless Protection Is Given by an Invisible Fleet

COMMERCIAL VESSELS
RECEIVE INSTRUCTIONS

Masters of Merchantmen Act Faithfully on Orders Given by Navy

LONDON, September 20.—How England was to be fed during a long and bitterly contested war has always been a problem that has given the British much worry. When it is remembered that Great Britain is dependent on the world for its food supplies it can be understood what a war with a country having a powerful navy would mean and, when the present war started, many wondered whether or not the German navy would be able to cause havoc among the vessels of the British commercial fleet and so cause trouble at home.

The vessels carrying the foodstuffs reach Great Britain from all parts of the world, and the larger part of the food is obtained in British possessions far distant from home. This is shown in one requisite, wheat, and according to the British trade reports the importations for one year are just under sixty million hundredweight from all parts of the world. With this in view it has been absolutely necessary that the many steamship lanes from all parts of the world should be protected, and to this end the huge British fleet has been always in motion.

Wheat and Other Supplies. The British figure wheat by the hundredweight of 112 pounds, but here the amount is figured in bushels. A bushel of wheat is sixty pounds, so that a hundredweight is nearly two bushels by rough calculation. From the British Empire Canada furnishes approximately 40,000,000 bushels; India, 50,000,000 bushels; and Australia, 22,000,000 bushels. The United States furnishes about 37,000,000 bushels; Russia, 18,000,000 bushels and Argentina, 4,000,000 bushels.

This wheat is only one item. Meat also is imported from Australia, New Zealand, Argentina and the United States, and barley, corn, oats, rice, butter, cheese and other items from all parts of the world. With this in view it has been absolutely necessary that the many steamship lanes from all parts of the world should be protected, and to this end the huge British fleet has been always in motion.

Years ago the method of conveying war was very different from the work of the present day. In former years fleets of cargo vessels have been loaded in different ports and when they have been ready to start for home a squadron of warships has been ready to sail, with the fleet of food carriers and has guarded them across the ocean, sometimes safely and sometimes they have been attacked by the enemy and some of the food carriers captured or sunk.

Importance of Wireless.

Now the guarding is done by an invisible fleet and this is all through the use of the wireless. The most important lane for vessels running from this country to Great Britain is across the north Atlantic and the navy of England has made the travel on that lane as safe as it is on Broadway through a very simple and systematic method.

There are nine British warships patrolling this north Atlantic lane and they are working on a method very similar to that of sentries at an army post. These nine warships are the battleship Glorik and the cruisers Good Hope, Drake, Blake, Essex, Suffolk, Lancaster, Bristol and Warwick. Each of these vessels has a section of patrol and between Halifax and the Irish coast each has about three hundred miles to protect. They are in touch one with the other all the time and the vessels of commerce that are crossing the ocean are in touch with these warships one after the other.

The captains of the commercial vessels take instructions from the warships where they are to go.

"It is an unnecessary way of travel," said one skipper who had made the trip across the ocean recently. "We go on day and night, and are constantly in touch with one or another warship, and yet we seldom see one of them. They keep out of sight, but they are telling us just on what line to steam, where we will meet some other vessel and what we are to do."

"In case we should run near some cruiser of the enemy, which, however, is not very likely now, we could keep out of the way until help came, and then slip on while the British vessel was paying its attention to the foreigner."

Atlantic Route Distances. The distance from New York to Halifax is 570 nautical miles, or about 650 statute miles. From New York to Queenstown it is 2814 nautical miles, and as the track to Halifax is a very little out of the regular route, it is about two thousand miles from Halifax to the Irish coast. It is that part of the voyage that is most carefully guarded.

The steamships, particularly the passenger vessels, are supposed to follow regular lanes in time of peace. These lanes are arranged so that the chances of collision are minimized, but now, if one could take a look at the logs of the big ocean steamers, it would be found that the lanes over which they travel are very different from those generally used. The changes are made by the patrol fleet.

With nine warships to guard about three thousand miles, one vessel has about three hundred miles to cover. These warships can carry coal for a limited length of time and then must be reloaded and restocked with provisions. Those that are near to either

MANCHURIA TO
ARRIVE SOON

Delayed by bad weather while en route to this port from San Francisco, the Pacific Mail liner Manchuria will not arrive in Honolulu until about four o'clock this afternoon.

In addition to a heavy cargo, the Manchuria is bringing an exceptionally large passenger list, the majority of which are en route to the Orient. There are 200 passengers in the cabin; seventy-seven in the second cabin and 500 in the steerage. The vessel will probably be dispatched for the Orient tomorrow morning at ten o'clock.

side of the Atlantic can run into a port, Halifax on this side and some home port on the other and take on fresh supplies, but those further out have to be coaled and provisioned from a vessel sent out for the purpose, or relieved and sent home for supplies.

Yacht's Experience Typical.

About two weeks ago Sir Thomas Lipton's steam yacht Erin started on her voyage home. She had successfully completed the racing yacht Shamrock IV to this country and had dodged the German cruisers on her way over and had been in touch with the British cruisers several times. She put in to Bermuda and there the government officials ordered her guns to be dismantled and the stack of rifles dismantled. About five miles were to be stored below, because, had she met a German warship, she might have been declared an armed cruiser and sent to the bottom.

She had on board on her return Colonel Duncan P. N. Neill, a British army officer, and others who, as soon as they got home, would join the army or navy and serve in the war. She was ready to leave at least a day before she finally weighed anchor, and she waited here for instructions, not from her owner or his representatives, but from the British authorities.

She went out late in the afternoon and at once got in communication with the cruiser Suffolk and received from that vessel the course she was to take. Before she left the harbor she got instructions about signals and a code was also furnished so that she might know whether a vessel calling was friendly or an enemy. The Erin passed by the Ambrose channel lightship and then headed east until off Montauk point, when she took a more northerly course and got on the lane of the steamers crossing from Halifax and then went west. She got in touch with first one and another of the guard vessels.

In Invisible Touch With Warships. It is just the same way with the big passenger vessels and freighters, and while those on board do not know it because they do not see the warships, they are in touch with the British navy vessels all the way across the Atlantic.

The British cruisers are patrolling the northern Atlantic. Further south are the French cruisers Conde and Descares and in the south Atlantic are more British and French vessels. It is so all over the world. Every lane, as far as is possible, is carefully guarded and in this way the food supplies for England and for France are being safely carried to home ports.

The British government has absolute control of the wireless telegraphy of Great Britain. No wireless apparatus can be installed without a license from the postmaster-general. An Act of parliament was passed in 1904 and amended in 1906 regulating the use of the wireless. At that time it was explained that it was necessary from a naval point of view that the government should control the wireless and it is from that time that conveying by wireless was first planned and is now being successfully carried out.

One reason for the changing of the routes and keeping the course to be used by the trans-Atlantic steamers a secret, is that the usual courses in time of peace are known the world over and, should they still be maintained, it would be an easy thing for some German cruiser to lie in one of these lanes and wait for some British vessel to come along.

Other Lanes Are Established.

Now other lanes have been established. They are constantly changed and only the captains and navigating officers of the different vessels know what they are. They may be far north this week and next week they may be changed to some point much further south. These changes, however, are not likely to be made as long as the German cruisers which are known to be somewhere on the Atlantic are not in dangerous proximity to these lanes and as long as the British have a powerful fleet the few German vessels are not likely to prowls about the north.

PENNSYLVANIAN
SETS A MARK

Sixteen and one-half days from New York to San Francisco via the Panama Canal is the new record established between the Atlantic and Pacific seaboard by the American-Hawaiian Steamship Co. when it arrived in San Francisco on September 21. This fast passage is almost equal to railroad freight time across the continent, and it is a record that other competing steamship lines, now plying between San Francisco and New York, via the canal, will endeavor to break.

The Virginian, the sister ship to the Pennsylvania, is scheduled to leave Seattle this afternoon for Honolulu with a large cargo of flour and feedstuffs. She is due here on October 11.

The Ketchikan of the same line is on the berth to leave Sound ports for Honolulu on November 2, according to advices received by the local office of the American-Hawaiian Steamship Co. here.

Bernard Leonard Daly, charged with embezzlement, yesterday pleaded guilty before Judge Ashford. He will be sentenced tomorrow morning at nine o'clock. Daly is the man to whom Dickson Nett, during a recent production of "The Spirit of Hawaii" at the Opera House, entrusted some money and jewelry for safe-keeping and who later did away with Dickson's property.

SUNDAY LAW TO
BE TESTED BY
MANAGER COHEN

Says He Will Give His Announced Free Sunday Shows and Fight It Out

SHERIFF WILL HAVE
HIS COPS ON HAND

Theatrical Man Says Precedent Has Been Set and He Will Follow It

J. C. Cohen, erstwhile candidate for mayor, and other officers of the Consolidated Amusement Company, may be taken to the police station Sunday evening by Sheriff Rose and there booked and held to answer on a charge of violating the Sunday amusement law.

Though Sheriff Rose has threatened to make arrests if the Consolidated Amusement Company carries out its advertised intention of throwing open its three theaters Sunday for free motion picture performances, President J. C. Cohen of the company, in a statement given The Advertiser last night, reiterates his intention of giving the free shows.

Sheriff Rose said emphatically yesterday that he would prevent the shows being given. If he carries out his declarations, it will no doubt mean a testing of the statute in the supreme court, which the theatrical company admittedly wishes.

Sunday's Precedent

"During the years we have been in business here we have listened to these complaints and answered as best we could that the laws prevented Sunday entertainments. Last Sunday afternoon a certain theater was thrown open for a moving picture entertainment. It is claimed there was no charge and that no tickets were issued. Tickets were issued for the afternoon performance and both the afternoon and night moving picture performances were held under the auspices of uplift workers, among whom one of the most active workers was Rev. J. W. Wadman.

Following on this admission by Mr. Wadman that moving pictures can be of uplifting nature and that it is not harmful that they be viewed on Sunday, we announced that we would show educational and religious pictures free of any charge and only on invitation basis and admission at the Bijou every Sunday night.

Claims Pre-Judgment

"Immediately Mr. Wadman confessed that he committed a sin in giving his 'show' which he had advertised far and wide as being better than those and waits around to the newspapers to damn the attempt of any other theater giving free pictures which might furnish a more enhancing view than that of repeated drunken scenes and the smashing of bottles over human heads.

"We have advertised that our pictures to be shown on Sunday nights will be of educational or religious order. We are condemned before we start. Mr. Wadman cannot know that the pictures which we propose to put on Sunday night, if allowed by the authorities to present the pictures, will not be of an uplifting nature as any show Sunday at the Y. M. C. A.

Will Force A Test

"I was in consultation with several attorneys and with the city authorities today. Our attorneys stated that there was question of the law in the premises and that if a test case was desired that inasmuch as it is claimed that the law had been violated by Mr. Wadman and his associates last Sunday the test could be brought about by swearing to a warrant for Wadman's arrest on which would be issued on demand. I answered that this would not be sportasmlike; that we would rather make the test ourselves; that if it is construed that we would be violating the law that we would submit to arrest ourselves. If the court rules that it is illegal to give free moving pictures on Sunday nights we would discontinue doing so. If it is ruled legal to give these free shows they will be a fixture at the Bijou. If it is illegal it is up to the people, if they want Sunday theater entertainments to instruct their representatives in the legislature to amend the laws to allow of such entertainments."

This picture has been shown generally over the United States by the league where campaigns for prohibition have been carried on.

In speaking of this picture, the "Mida's Criterion," a liquor organ, a clipping from which was received by The Advertiser by mail yesterday, says editorially:

"The Anti-Saloon League as a part of its appeal to make Ohio dry is now using moving pictures from the old book called 'Ten Nights in a Bar Room.' The Ohio State Board, however, believes that the scenes of crime and murder attempted to be shown in the films have an evil influence, and they will not allow such films to be shown in the state.

"Cruel and murder scenes are cut out, and thus the Anti-Saloon League has suffered a rebuke for its attempt to demoralize the public. This should be taken in all other States as a precedent to put a stop to the demoralizing shows that are gotten up to order to create a feeling against saloons by showing what may occur in an unregulated place.

"Some time ago the liquor interest of Nebraska made a strenuous protest against the production of these films, and now from the Ohio precedent they ought to have a good leverage to bring public opinion on the authorities of that State to put their veto on further demoralization of the youth of the country."